





For the Golf Championship, Taylor and

316.

We may note that Mr. H. E. Denson (formerly of Hongkong), and latterly of Messrs James Morrison & Co. of London,

The *Ellen Rickmers*, another of the three new vessels built for the Messrs Rickmers to maintain their regular line of steamers,

arrived to-day. The *Glenloch* (Captain J. McGregor), also a large new steamer for the Glen line, arrived to-day.

As previously stated, Mr Vivian Ladds, our local Veterinary Surgeon, has applied for a further extension of leave. We now learn that Mr Ladds is working at Bacteriology at King's College, London, and is anxious to complete his studies there. He

NINETEEN Chinamen were charged before Commander Hastings at the Magistracy to-day with boarding the British steamer *Glenloch* and fighting on board. Two of the accused were boarding-house runners and the remainder boatmen. A 'free fight' ensued on the deck of the vessel, in which several of the defendants were badly bruised. Cooking utensils were thrown about on every hand. A number of the

defendants bore a sorry appearance, their heads and arms being bandaged up. The two boarding-house keepers were fined \$25, with the alternative of six weeks' imprisonment for boarding the vessel, and for

\$20, with the option of a month, for fighting. The remainder were fined \$15 each, or in default six weeks' imprisonment for boarding, and \$10, with the option of a month's imprisonment, for fighting.

We have received Messrs Cassell and Co.'s new publications for June. *Cassell's Saturday Journal* is as interesting as ever. The serialisation of the story 'A Son of Ishmael' is to be concluded next month. The opening chapters of a new and exciting modern detective story, entitled 'Tracked by a Tetoo', by Ferguson, the author of 'The Mystery of Hume's Cab', etc., are to appear in the next issue. The series of articles under the title 'Private Inquiry Offices Unmasked' are

also drawing near conclusion. Devices of disappointed lovers and dupes of matrimonial adventurers are the lines taken up this month, and they are presented in an interesting and readable fashion. *The Quiver*, as a magazine for Sunday reading, still

occupies the premier position. It is unnecessary to refer to the articles, as they are always of the highest merit. *Little Folks* is an ideal magazine for children. The short stories are both fascinating and instructive.

As a mechanical magazine, *WORK* will be found of great service for the many useful hints and ideas suggested by a perusal of the short articles.

At the Magistracy to-day, Chu Fan, who

described himself as an "Auctioneer" and who has charged with committing several impudent larcenies from houses in the vicinity of Cairns Road during the past few weeks, was again brought before Commander Hastings. Detective Sergeant McIver brought a further charge against prisoner of stealing a bag containing a pair of

stealing a box containing a quantity of clothing from a Japanese dwelling-house in Graham Street on the 31st May last. This made the eighth larceny on which the prisoner stands charged. Commander Hastings sentenced prisoner to three months' hard labour on each of two charges of breaking, entering and stealing and to one month's hard labour on each of the other six cases of larceny, making in all twelve months' hard labour. The career of the wandering, sentimental, fat, and

endeavouring to secure his furniture cheap has thus been checked for a time. The Police deserve credit for the recovery of so much of the stolen property. Except in Mr Forsyth's case, nearly all the property has

The dhoop strike at Colombo may be said to be practically at an end. If E. S. W. Ridgway, the Governor, has adopted a firm and unshaking attitude in the matter

In his reply to the petition forwarded to him by the dholeias, the Governor points out in no equivocal terms that the memorialists are setting the law of the land at defiance and that, in doing so, they are ranging themselves not against their employers.

against the Municipality, but against the Government of Oryson with all its resources. In such a contest failure on their part alone is possible, and though H. R. informs them that he will always be ready to listen to

their reasonable complaints or suggestions for the amendment of the law, which may be made to him at any time, he holds out small hopes of any such amendment being possible or probable, unless very much stronger reasons for it are adduced than

to be found in the memorial forwarded to him. We are also glad to see that Sir Wm. Bidgway is taking so much interest in the sanitary condition of the Colony. One evening recently His Excellency was observed

riding along through the crowded lanes of  
slave island. Bookies abound in every  
part of that locality, and the hope has been  
expressed that His Excellency's visit would  
have an effect of improving their insalubrious  
condition. If similar attention had been

paid to such matters in Hongkong there would have been less risk of the outbreak of plague in our midst.

11-11-68



**A TERRIBLE accident** occurred on board the steamer *Wanderer* on the 16th June at Port Adelaide. Four boiler-makers were engaged in the stokehold repairing a spare boiler. One of the men was employed right inside the boiler. At the same time Mr Ford, the chief engineer of the vessel, was putting a patent stopper into a leaky tube of one of the boilers forward. The tube collapsed and the stopper was knocked out of Mr Ford's hand by a rush of boiling water. The boiler had a steam pressure at the time of 40 lb. to the square inch. The steam quickly filled the stokehold. The men at work in the opposite boiler were unable to escape, for the escaping steam had full play upon the only exit which they had. After all the steam in the boiler was exhausted, one of the men was found lying on the floor of the stokehold, another was discovered in the coal bunker, and a third was found quite dead in the furnace. The man who was engaged inside the boiler was the only one to escape a scalding. Late in the evening another of the men died from the effects of his injuries, but the other was expected to recover.

**THE HONG KONG** reports that the Nippon Yusen Kaisha's annual subsidy for the European service will amount to 2,114,403 yen; in addition the company will take 742,000 yen on the American line, and 488,000 yen on the Australian. The company grants amount to 1,431,703 yen, and the allowances under the shipbuilding and navigation encouragement Act amount to 3,660,236 yen for 65 steamers and 18 steamers building.

Mr William Kaye, of Worcester Park, Surrey, died on 7th June of congestion of the liver, after a very short illness, aged sixty-three. He was an old resident in China, and was the son of the late Mr Kaye of India for many years before he joined the London office of the Hongkong and Shanghai Banking Corporation as sub-manager in 1874, retiring in 1888.

A **COLOMBIAN** journal suggests that now that the German Emperor has defeated the Prince of Wales, at yacht-racing—the *Metier* having twice beaten the *Britannia*—he ought to try to win the America Cup, and bring it back to European waters. It would not be difficult for us to win back the trophy, seeing that the *Metier* was built in Scotland, and manned entirely by Englishmen.

In a similar race of freight could be obtained for and with cargoes from the Atlantic ports of the United States to Eastern Asia, American steamers from Canton, but at present, and for many years past, all of the steamships laden with Asiatic cargoes for the Atlantic ports of the United States generally return to Asia with European cargoes; or, if any cargo did the Suez Canal comes from New York to the American Continent, it is subject to double freight—that is, from America to Europe and from Europe to Asia, with transshipment at some European port usually. It is high time for Americans to establish direct communication with the freight as from Hong Kong to America (via Japan) and as from Europe to Asia via ports.

**FROM EAST JAV**, had news regarding the next sugar crop have reached the *Batavia* *Standaard*. The case which has disappointed expectations. The crop is estimated at higher percentage of sugar, but this is not considered a counterbalancing advantage. News from Europe, pointing to a heavy beet crop there, has had a depressing effect on prices in Java. Sugar quotations there are expected to fall much lower soon, so that business in the article will dull. Planters in Java who sold their produce at the high rates lately ruling rejoice, while those who still held on to stocks find reason to regret their decision. Months ago, a fall in sugar prices had been forecasted, so that the low prices of this time of year are not so much a surprise. The worst result of this time of events is that many shareholders in sugar estates have suffered heavily through the short-sightedness of their managers in not reckoning upon a speedy fall in quotations.

**THE CHUNGKING** correspondent of the *N. Y. Daily News* writes on the 12th June: Great has been the collapse of the famous cotton mill scheme. It is alleged that the Viceroy has no money for such a purpose, and that he is in a position to do nothing for the design of his brother China. The scheme should be allowed to drop, with all the competition from outside it possible. It is too much to say that this is a very real decision, but it is a disappointment in the minds of certain business men, who are anxious to book big profits and secure big successes in the virgin province. But they need not yield themselves altogether to despair. Are not appliances for working coal mines to be purchased? And pulling keels to be bought? For the moment, the extensive coal mines remain to this hour innocent of men or apparatus for getting at the mine, and rumour has it that this lack is to be forthwith supplied. It is all this true, what a splendid international scheme will be set on foot for the benefit of the Chinese. Coal is the right man and ought to be but short is likely to get the heavy balances of the orders in spite of that, i.e. if the orders are to be got at all.

With regard to the details of one trade route for May there is a decrease in the export of cotton yarn to China, but a large increase in the export of cotton to Japan. The figures for the month are smaller, both for the Straits Settlements and for the Siam. Taking the trade in all kinds of goods, China shows a decrease for the month, but the returns for the five months indicate a very material increase. The figures for Japan are satisfactory for both periods. The Philippine Islands also show an improvement. The trade with the Dutch East Indies shows a considerable increase. The trade with the Philippine Islands compares favourably with last year. Wool and worsted exports to China and Japan also show an improvement. It is not a great deal to be said, but it is a good sign that the trade with the East is not so much depressed as it was last year.

**JAPAN TIDAL WAVE RELIEF FUND.**  
Mr Jackson begs to acknowledge with thanks the following donations to the above fund:—  
H. E. Sir William Robinson, R.C.M.G., £50  
Thomas Jackson, Esq., 50  
Rt. Rev. Bishop Burton, 50  
Shewan, Tomes & Co., 100  
DeWitt, Griffiths & Co., 100  
Bliss & Co., 100  
David Sassoon, Sons & Co., 100  
E. D. Sassoon & Co., 100  
Arnold, Karberg & Co., 100  
Jardine, Matheson & Co., 100  
Metcalf & Co., 100  
Giles & Co., 100  
Holliday, Wise & Co., 100  
Reis & Co., 100  
Bradley & Co., 100  
Oswald & Co., 100  
Meyer & Co., 100  
Gibb, Livingstone & Co., 50  
Stollmeyer & Hagan, 50  
Norocho & Co., 50  
Sander & Co., 50  
S. J. David & Co., 50  
Hongkong & Whampoa Dock Co., 50  
Roughley & Co., 50  
Leut. Wegener & Co., 50  
V. H. Deacon Esq., 25  
R. Marten Esq., 25  
H. A. Ritchie, Esq., 25  
H. Tung, Esq., 50  
W. G. Humphreys & Co., 25  
W. C. H. B., 25  
Hongkong Daily Press, 25  
D. Warren Smith, Esq., 10  
Capt. Hall, 10  
Total, £9,083

**CORRESPONDENCE.**

**ANOTHER PROPOSED PETITION.**

To the Editor of the "CHINA MAIL,"  
Hongkong, July 10.  
DEAR SIR,—Before my fiery enthusiasm evaporates, please allow me to suggest that the gentleman who in 1894 was Acting Colonial Secretary is worthy of a petition all to himself. I therefore humbly suggest that the number of the petition be submitted to the Hon. Colonial Secretary, in order to eliminate loose words and contradictions, and then, after signature by the few hundred British subjects who pay no direct taxes, be forwarded to the Right Hon. the Governor of Hongkong. The effect of the petition to draw up the Hon. Colonial Secretary Chamberlain, in his own good time and wisdom, transfer the Hon. Colonial Secretary to a sphere where his talents shall be drawn entirely from direct taxation. Your most obedient humble servant.

**INDIRECTLY TAXED.**

P.S.—Forgot to suggest Peking as a suitable sphere.

**REUTERS' TELEGRAMS.**

[SUPPLEMENT TO THE "CHINA MAIL"]

LONDON, July 8, 1896.

**MATABELELAND.**

Fuller accounts of the recent fighting by Col. Plimmer's column state that the native position was a very strong one, and that the British were at first repulsed but finally drove the enemy out.

**PLATFORM OF THE CHICAGO CONVENTION.**

The Committee of the Chicago Convention has drafted a scheme for their platform which is certain of adoption. It demands the free unlimited coinage of silver at a ratio of sixteen to one and condemns the revival of the McKinley tariff. The plank regarding Cuba and the Monroe doctrine are as yet unsettled.

**THE JUDICIAL COMMISSIONER FOR THE PROTECTED NATIVE STATES.**

Penang, July 3d.  
Mr Lawrence Jackson, of the Oxford Circuit, has been appointed the Judicial Commissioner for the Federated Native States of Malaya.

**EXTENSIVE COINING OPERATIONS AT SINGAPORE.**

Mr Bell, the Chief Police Officer, on the 3rd inst., made a raid on a house No. 55, Church Street, and effected a large seizure of copper coins. The coins are those of a marine store dealer, and sundry other things were found a quantity of opium declared by the Opium Farmer to be contraband, and seven cannons and two Malay rifles were also found. Altogether 28 tons of various guineas, some of them of various denominations, some being about 6,000 guineas, or between 25,000 and 30,000, Straits currency, were seized, showing that very extensive operations have been carried on for some time. The authorities for the most part consist of copper coins and are used in the interior of Java, and are dated 1836 and 1870, being made to resemble the old coinage. Two arrests were made on the premises, and the Police are still investigating the affair. —*Singapore Free Press.*

**THE FURTHER SUM OF £500,000 OUT OF THE MONEY LYING AT THE CREDIT OF THE JAPANESE GOVERNMENT WAS ON 8th JUNE, HANDLED OVER TO THE YOKOHAMA SPECIE BANK.**

News comes to hand by the mail of the death of the 31st May, at Chiochichy, New Guinea, of Mr. Christopher Robert Rigg, formerly of Singapore, at the age of 76. Mr. Rigg was a very old Singaporean, and came from Oyley to take up an appointment in the Municipality, eventually becoming Secretary. In 1866 he left Singapore to take up an appointment in the London Office of the Bureau of Commerce, where he remained for many years, being succeeded in the Municipality by Mr. Hewes. Mr. Rigg was also well known in Singapore, taking a prominent part in social affairs in the early stages. —*Singapore Free Press.*

An official letter has been received by Mr. Brainerd at the Consulate, French Consulate, Singapore, in which Mr. Brainerd is charged of the Vice-Consulate of Aden, and is appointed to the consulate, Singapore, in succession to the late Mr. Brainerd. The following is the official record of Mr. Brainerd's services:—*Singapore Free Press.*

**CONSTITUTIONAL REFORM IN HONGKONG.**

**MR KESWICK'S LETTER.**

The following is the letter of Mr. J. J. Keswick to the Governor on this subject:—

ENCLOSURE 3.  
HONGKONG, 5th June, 1894.

SIR,—In compliance with your Excellency's request, I have now the honour to state my views on the subject of the Petition to the House of Commons recently signed by a large number of persons in this community.

I now proceed to speak in regard to the substance of the Petition, but I will refrain from articulating it clause by clause as it seems unnecessary. I challenge, however, its general statements which have been so often challenged in such form as to convey the idea that the petitioners and the Chinese community by a long period of self-sacrifice have made this Colony what it is, and that its prosperity has been maintained by their unrelenting exertions, by the self-sacrifice of themselves, and by the co-operation and support of the Chinese.

While admitting the unquestioned importance to the Colony of its present citizens, Hongkong does not as a matter of fact, owe its importance to the petitioners in any such exclusive manner, but to fifty-three years of enlightened and prudent government, to a long line of able and esteemed men and firms of all nationalities, to local industries, to Banks and Steamship Companies, most of them with British capital, and to Chinese of all whom moved by no sentiment but that of gain live here for the purpose of business exclusively. Europeans and Americans do not come here to sacrifice themselves for the Colony, but to make money, and as such as they have enough they retire to their own countries.

The Chinese are essentially a changing element in the community, most of them being domiciled both in Hongkong and on the adjoining mainland. There could be no question of their being a permanent element that the Chinese residents in Hongkong are here as colonists interested in the place, its prosperity, and with its future, for they have no sympathy with its Government, its laws, or its progress, apart from their individual interests.

A careful study of the Memorial will reveal that the framers of it had some difficulty in stating precisely what the grievances of the petitioners are, and he has failed to make any suggestion how the remedies prayed for are to be applied.

I think I am justified in the prayer of the petition in the following request:—

1. The free election of Unofficial Members of Council.

2. A working majority of Unofficial Members of Council.

3. Complete control by the unofficial majority over the expenditure of the Colony.

4. Management of Local Affairs.

5. A consultative voice in matters of an Imperial character.

I will take each of these requests in turn.

**A.—The free election of Unofficial Members of Council.**

There is no doubt that an elective system might lead to more serious consequences to the good repute and usefulness of the Legislative Council than this proposal. Should this request be granted the Legislative Council would certainly have from time to time a most undesirable unofficial element, and the best of the public confidence, and the most important interests in the Colony would not be represented, but on the contrary, possibly be signalled out for discrimination treatment.

**B.—A working majority of Unofficial Members of Council.**

I do not contemplate for a moment the possibility of such a thing being granted, and I leave my opinion on the following considerations. Looking to the importance of Hongkong not only from a commercial point of view but also as a naval and military station, and to its proximity to China, to the Chinese inhabitants who look upon it as China, and to the fact that the Government is it is a most important factor in the maintenance of the peace of the East, I cannot imagine any Ministry (or House of Commons) parting with the absolute and certain control over it, always and readily exercisable by the Imperial Government. Such control can only be effectively maintained by retaining the existing number of official members in the Colony, i.e. Government members, and the Governor with the command of an official majority in the Legislative Council.

**C.—Complete control by the Unofficial majority over the Expenditure of the Colony.**

This is a proposal that some half dozen men representing, say, eight hundred ratepayers should dispose of the revenues derived from 300,000 Chinese ratepayers, and derived also from local industries and British capital.

Assuming that the Unofficial Members were all elected, it may be conceived what evils would arise in the local Legislature if they could dispose of its revenue as they might elect.

**D.—Management of Local Affairs.**

The drainage, roads, wharves, harbour, police, Treasury, Post Office, Education, and other local matters, which are now managed by the Government, it is proposed to hand over to an elective majority of persons. The evils that would spring from such a concession would destroy all confidence in the administration of affairs, and introduce the Colony to the municipal experiences of New York and San Francisco.

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**C.—Complete control by the Unofficial majority over the Expenditure of the Colony.**

This is a proposal that some half dozen men representing, say, eight hundred ratepayers should dispose of the revenues derived from 300,000 Chinese ratepayers, and derived also from local industries and British capital.

Assuming that the Unofficial Members were all elected, it may be conceived what evils would arise in the local Legislature if they could dispose of its revenue as they might elect.

**D.—Management of Local Affairs.**

The drainage, roads, wharves, harbour, police, Treasury, Post Office, Education, and other local matters, which are now managed by the Government, it is proposed to hand over to an elective majority of persons. The evils that would spring from such a concession would destroy all confidence in the administration of affairs, and introduce the Colony to the municipal experiences of New York and San Francisco.

**MR KESWICK'S LETTER.**

The following is the letter of Mr. J. J. Keswick to the Governor on this subject:—

ENCLOSURE 3.  
HONGKONG, 5th June, 1894.

SIR,—In compliance with your Excellency's request, I have now the honour to state my views on the subject of the Petition to the House of Commons recently signed by a large number of persons in this community.

I now proceed to speak in regard to the substance of the Petition, but I will refrain from articulating it clause by clause as it seems unnecessary. I challenge, however, its general statements which have been so often challenged in such form as to convey the idea that the petitioners and the Chinese community by a long period of self-sacrifice have made this Colony what it is, and that its prosperity has been maintained by their unrelenting exertions, by the self-sacrifice of themselves, and by the co-operation and support of the Chinese.

While admitting the unquestioned importance to the Colony of its present citizens, Hongkong does not as a matter of fact, owe its importance to the petitioners in any such exclusive manner, but to fifty-three years of enlightened and prudent government, to a long line of able and esteemed men and firms of all nationalities, to local industries, to Banks and Steamship Companies, most of them with British capital, and to Chinese of all whom moved by no sentiment but that of gain live here for the purpose of business exclusively. Europeans and Americans do not come here to sacrifice themselves for the Colony, but to make money, and as such as they have enough they retire to their own countries.

The Chinese are essentially a changing element in the community, most of them being domiciled both in Hongkong and on the adjoining mainland. There could be no question of their being a permanent element that the Chinese residents in Hongkong are here as colonists interested in the place, its prosperity, and with its future, for they have no sympathy with its Government, its laws



## Notices to Consignees.

## WARRACK LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP LENOX,  
FROM NEW YORK & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th instant, or they will not be recognized.

All broken, eluded, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst. at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, July 7, 1896. 1375

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

## FROM SHANGHAI AND KOBE.

THE Steamship *Gisela* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Underwriter before Noon on the 17th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to rent. Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, July 6, 1896. 1362

## SEIRE LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. MERIONETHSHIRE,  
FROM HAMBURG, ANTWERP,  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th instant, or they will not be recognized.

All broken, eluded, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst. at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, July 6, 1896. 1372

## Intimations.

## PEAK HOTEL.

## OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

**SPECIAL SUMMER RATES.**  
(For 1st April to 31st October).  
One person, per day ... \$ 4.00  
One person, per month ... \$75 to \$90.00  
Married couple (occupying one room) 2 days ... 7.00  
Married couple (occupying one room) per month ... 150.00  
Married couple (occupying two rooms) per month ... 170.00  
Extra Bedroom, per month \$40 to \$50.00  
For further Particulars, apply to THE MANAGER, New Victoria Hotel.

Hongkong, April 4, 1896. 725

## KOWLOON HOTEL.

## NEAR THE GODOWN WHARF.

SURROUNDED by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

ROOMS TO LET WITHOUT BOARD.

## KEGELBAHN

## AND

## AMERICAN BOWLING ALLEYS.

## BAR AND BILLIARDS.

## LUIZ M. LOBO, Manager.

Hongkong, May 9, 1896. 966



## EXTRACTS

## Sweet Scents from Flowers.

## RIGAUD'S WHITE VIOLETS.

## RIGAUD'S WHITE ROSES.

## RIGAUD'S WHITE JASMIN.

## RIGAUD'S WHITE LILAC.

## RIGAUD'S WHITE HELIOTROPE.

## RIGAUD'S YLANG-YLANG.

## RIGAUD'S ROSE SHIRAZ.

## RIGAUD'S STANGE ROYAL.

Prepared by M. R. Rigaud &amp; Co., Chemists.

## Shipping.

## Steamers.

## MOGUL LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.  
(Calling at NAGASAKI if sufficient  
inducement offered).

The Steamship *Compass*, Capt. HAWKINS, will be despatched for the above Ports at Noon, TO-MORROW, the 11th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, July 10, 1896. 1376

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## The Co.'s Steamship

*Emerald*, Capt. TAYLOR, will be

despatched for the above Ports on SATURDAY, the 11th instant, at 6 p.m., instead of as previously advertised.

This Steamer has superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, July 9, 1896. 1364

GIBB LINE OF CHINA AND AUSTRALIAN  
STEAMERS.FOR SYDNEY AND MELBOURNE,  
Calling at POCHOW.

(Taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## The Steamship

*St. Rowley*, Capt. J. ROWLEY, will be

despatched as above on or about the 11th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., General Managers.

Hongkong, July 4, 1896. 1362

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## The Co.'s Steamship

*Hulongs*, Capt. DAVIS, will be

despatched for the above Ports on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, July 9, 1896. 1384

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at PORT DARWIN & QUEEN-  
SLAND PORTS and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
&c.)

## The Steamship

*Amur*, Capt. P. HENRI, will be

despatched for the above Ports on SUNDAY, the 12th instant.

The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer, first-class Saloon being situated forward of the Engines, and Second-class in the Poop.

A Refrigerating Chamber ensures the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 4, 1896. 1366

## FOR YOKOHAMA AND KOBE.

## The Steamship

*Bellora*, Capt. V. BRISSET, will be

despatched for the above Ports on MONDAY, the 13th instant, at 4 p.m.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, July 5, 1896. 1367

## FOR CHEFOO AND TIENTSIN.

## The Steamship

*Empire*, Capt. CHAMBERS, will be

despatched for the above Ports on MONDAY, the 13th instant, at 5 p.m.

For Freight or Passage, apply to CARLWITZ & Co., Agents.

Hongkong, July 9, 1896. 1363

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUZ CANAL.

## The Co.'s Steamship

*Achilles*, Capt. HANLEY, will be

despatched as above on MONDAY, the 13th July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 1, 1896. 1334

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMOY &amp; POCHOW.

## The Co.'s Steamship

*Nanao*, Capt. HALL, will be

despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, July 9, 1896. 1365

RICKMERS REGULAR LINE OF  
STEAMERS.FOR MARSEILLES, HAVRE AND  
HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)

## The Co.'s Steamship

*Maria Rickmers*, Capt. E. BANA, will be

despatched as above on THURSDAY, the 8th August.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, July 9, 1896. 1361

## Shipping.

## Steamers.

AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY.UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.

## STEAM TO SHANGHAI &amp; KOBE.

## The Co.'s Steamship

*Marquis Baquhem*, Capt. G. COSTANTO, will

leave for the above places on TUESDAY, the 14th instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, July 8, 1896. 1379

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR KOBE (DIRECT).

## The Co.'s Steamship

*Amara*, Capt. SMITH, will be

despatched as above on WEDNESDAY, the 15th Inst., at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, July 6, 1896. 1366

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.

## CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.  
(SUBJECT TO ALTERATION.)

## Altmore ..... Wednesday | 15th July.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

## The Steamship

*Altmore* will be despatched hence

for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th July.

Consular Invoice of Goods for United States Ports should be in the hands of the General Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, July 2, 1896. 1305

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR SAMARANG AND SOERABAYA.

## The Steamship

*Tien-tien*, Capt. CHAN, will be

despatched on WEDNESDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 9, 1896. 1374

## GLEN LINE OF STEAM PACKETS.

## FOR NEW YORK VIA SUZ CANAL.

## The Steamship

*Glenloch*, Capt. GIBSON, will be

despatched as above on or about SUNDAY, the 13th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, July 8, 1896. 1331

## SHIRE LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND  
LONDON.

## The Steamship

*Shire*, Capt. EVANS, will be

despatched for the above Ports on or about the 31st July.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, July 2, 1896. 1349

## Sailing Vessels.

## FOR NEW YORK.

## The 3/3 A.I. American Ship

*Manuel Flanagan*, Capt. SMITH, will leave

for the above Port and will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, June 8, 1896. 1170

## FOR SAN FRANCISCO.

## The 100 A.I. British Ship

*Socotra*, Capt. ROBERT, will leave

for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, May 21, 1896. 1052

## FOR NEW YORK.

## The 3/3 A.I. American Ship

*Charles E. Moody*, Capt. LEONARD, shortly

expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, June 30, 1896. 1323

## FOR BALTIMORE.

## The 3/3 A.I. American Ship

*Isaac Reed*, Capt. F. D. WARD, will load

for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, June 30, 1896. 1321

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

CHEREDON, British ship, Capt. W. R. Kennedy.—Moloch & Co.

O. E. Moody, American ship, Capt. E. Leonard.—Arnhold, KARBURG & Co.

Savona, British ship, Capt. Dinamora.—Captain.

Socotra, British ship, Capt. A. B. Bohn.—Barnes & Co.

Shire, British ship, Capt. A. B. Bohn.—Barnes & Co.

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Shire, British ship, Capt. A. B. Bohn.—Barnes & Co.

## Mails.

## Steam for

STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

*PESHAWUR*, Capt. F. J. COLE, carrying Her

Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 16th July, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the Steamship *CARTHAGE*, leaving that port on the 7th AUGUST, for LONDON Direct.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed ad Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. &amp; O. S. N. Co.'s Office, Hongkong, July 2, 1896. 1342

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;







## Intimations.

## THE CHINESE MAIL

報日字華

(Wah Ter Yat Po)

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars, Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantee and accuracy necessary to place it on a business and legal footing.

The projector, basing their estimate upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Hongkong, Saigon, and other places frequented by Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to read themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand a medium for Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,  
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## A RAMBLE THROUGH SOUTHERN FORMOSA

By Mr. G. TAYLOR.

With Woodcuts.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, LONDON, HONGKONG; also, Mr. N. MOLES, AMOY.

## FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LIBEL CASE of

REGINA V. PITMAN,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

PITMAN V. KESWICK

AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

## SHARE LIST—QUOTATIONS.—JULY 10, 1896.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations.
<b>BANKS.</b>				
Hongkong and Shanghai Bank Co.	50,000	1250	all	184 1/2 prem., = \$365, sales \$41.10
New Leisu Bank Co., Ltd.	30,000	30,000	all	nom.
Bank of China & Japan, Limited	30,000	30,000	all	nom.
Bank of China & Japan, Limited	30,000	30,000	all	nom.
National Bank of China, Limited	1,250	1,250	all	122, buyers
Yankee Bank Co., Ltd.	1,250	1,250	all	122, buyers
Canton Insurance Co., Ltd.	10,000	20,000	all	50,200
China Traders' Insurance Co., Ltd.	24,000	24,000	all	25,270, sellers
North-China Insurance Co., Ltd.	5,000	10,000	all	50,200
Straits Insurance Co., Ltd.	10,000	10,000	all	20,272
Union Insurance Society Co., Ltd.	10,000	10,000	all	50,237 1/2, sellers
Yankee Insurance Association, Ltd.	10,000	10,000	all	50,152 1/2, sales
China Fire Insurance Co., Ltd.	20,000	20,000	all	20,966
Hongkong Fire Insurance Co., Ltd.	8,000	8,000	all	50,336, sellers
<b>WHARVES.</b>				
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	187 1/2 prem., = \$368.75, sales
<b>STEAMBOATS.</b>				
China and Manila S. S. Co., Ltd.	5,000	50	all	\$74
Douglas Steamship Co., Limited	20,000	50	all	\$64, sellers
H.K. O. and M. Steamship Co., Ltd.	30,000	15	all	\$54, sellers
Indo-China S. N. Company, Limited	30,000	10	all	\$54, sellers
China Mutual S. N. Co.	20,000	10	all	\$54, sellers
<b>DO.</b>				
China Sugar Company, Limited	20,000	100	all	\$111, buyers
London Sugar Company, Limited	7,000	100	all	\$60, sales
<b>WHARVES.</b>				
H.K. & Kow Wharf & Godown Co. Company, Limited	20,000	50	all	\$61 1/2, buyers
Wanchai Warehouse and Storage Company, Limited	2,000	100	all	\$71 1/2, buyers
<b>LAND AND BUILDING.</b>				
Hongkong Land Investment and Agency Company, Limited	50,000	100	all	\$73, buyers
Kowloon Land and Building Company, Limited	5,000	50	all	\$30, buyers
Hampden's Estate & Finance Co.	25,400	10	all	\$3, sales and sellers
West Point Building Co., Limited	12,500	50	all	\$3, sellers
<b>TRAMWAYS.</b>				
H.K. High-Level Tramway Co., Ltd.	1,250	100	all	\$96
<b>MINE.</b>				
Johba Mining & Trading Co., Ltd.	45,000	5	all	\$3, sales
Panjoan Mining Co., Ltd.	50,000	5	all	\$14
Southern Franchise Co. Charbonnages du Tonkin	12,000	500	all	\$50, sales
New Balmoral Gold Mining Co., Ltd.	50,000	5	all	\$24, buyers
Ramb. Aust. Gold Mining Co., Ltd.	30,000	5	all	\$35, sales
Oliver's Freshford Mines, Ltd.	12,000	5	all	\$24, sales
<b>PLASTIC, ETC.</b>				
China-Borneo Company, Ltd.	7,500	100	all	\$50, sales
H. G. Brown & Co., Limited	6,000	50	all	\$23, sales
<b>HOTELS, ETC.</b>				
Hongkong Hotel Company, Ltd.	6,000	50	all	\$23, sales
<b>DISPENSARIES.</b>				
A. B. Watson & Co., Limited	60,000	10	all	\$124, sales
Dakko, Oshikawa & Co., Ltd.	50,000	5	all	\$0 cents, sales
<b>WINE.</b>				
H.K. and China Gas Co., Limited	7,000	10	all	\$100, buyers
Hongkong Electric Co., Limited	30,000	10	all	\$87
<b>BRICK AND CEMENT.</b>				
Green Island Cement Co., Ltd.	20,000	10	all	\$17, buyers
<b>SHIPPING AGENTS.</b>				
Bell's Asbestos & Marine Agency, Ltd.	3,000	1	all	nom.
Campbell, Moore & Co., Limited	1,200	10	all	\$5
Geo. Fenwick & Co., Limited	6,000	25	all	\$227, sellers
Hongkong Bakery Company, Ltd.	6,000	50	all	\$30
Hongkong Dairy Farm Co., Ltd.	10,000	10	all	\$108
Hongkong Ice Company, Limited	5,000	50	all	\$136, sellers
Hongkong Spinning and Weaving Co., Ltd.	10,000	100	all	\$100, buyers
International Cotton Manufacturing Co., Ltd.	10,000	100	all	\$100, buyers
Lat. Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	100	all	\$100, buyers
Carmichael & Co., Ltd.	2,000	25	all	\$308
Sing Chee Cotton Spinning Co., Ltd.	2,000	600	all	\$200

## Intimations.

## WEEKLY NEWS FOR HOME.

## The Overland China Mail.

IS PUBLISHED to suit the Departure of each European and Eastern Mail Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fullness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, or their addresses being forwarded to the Office.

Subscription: For Annual, - - - \$12.00, postage, - \$1.50  
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" Single Copy, - - - 0.50,  
China Mail Office, Hongkong.

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## INDEX

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from

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Price, - - - - - 50 CENTS.

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BY

E. H. PARKER,

with

SKETCH MAPS.

Price, - - - - - \$1.50.

## CONTENTS:

The Yangtze Gorges and Rapids in Hu-peh. The Rapids of the Upper Yangtze. The 'Yado-meen' of the Traveller through the Gorges of the Great River. Special Observations. A Journey in North Szechuan. Nan-chuan and the Kung-t'ai River. Up the Kiang River. The Great Salt Wells. North Kwei Chou. The Wilds of Hu-peh. Szechuan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Limited.

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over two ounces in weight are charged as double trouble, i.e., as the case may be, but with papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements of the same paper and the same date. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers, simply papers, or, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Post may obtain an acknowledgment of delivery on payment of an extra fee of 6 cents.

The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxembourg, Mexico, Prussia, Peru, Portugal, Rumania, Salvador, Servia, Spain, Switzerland, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

## Countries of the Postal Union.

The Union may be taken to comprise all civilized countries.

## Postage to the United Kingdom.

Letters, 10 cents per 1/2 oz.  
Post Cards, 4 cents each.  
Registration, 10 cents.  
Books, Patterns and 1/2 2 cents per 2 oz.  
Comm. Papers, 1/2 2 cents per 2 oz.

## Postage to Union Countries.

General Rates, by any route: Letters, 10 cents per 1/2 oz.  
Post Cards, 4 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents per 2 oz.  
Books, Patterns and 1/2 2 cents per 2 oz.  
Comm. Papers, 1/2 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

## LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are: Letters per 1/2 oz., 5 cents (c). Post Cards, each, 1 cent. Reply Post Cards, 2 cents each. Books and Patterns, per 2 oz., 2 cents. Newspapers and Press Currents, 2 cents per 2 oz. Registration, 5 cents.

## Local Delivery.

1. All correspondence posted before 5 p.m. on any weekday day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contractor's Mail.

2. Bookholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unaccompanied by the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Bookholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, or he may consider the contents as he may deem necessary, and approved by him. Printed Circulars may be enclosed in pattern packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, will make no inquiries into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

## Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet and Gibraltar. No parcel is received by the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 9 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other envelopes are allowed.

With regard to inward Parcels, addresses are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible for the loss of Registered correspondence, but it is prepared to make good the contents of such correspondence, but while

## passing through the Post, to the extent of \$10, in certain cases, provided—

1. That the sender observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal Administration in China, that was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the Contents of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

## Misent or Delayed Correspondence.

When correspondence has been misent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, "Sent to me," or "Received at 7 p.m.," or as the case may be, and forward it without any other writing whatever, to the Postmaster General. This action should be taken the first time of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unaccompanied, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, or he may consider the contents as he may deem necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

## Money Orders.

(Office Hours: Sundays and holidays excepted) 10 to 5 on the working day next before any mail for Europe, which leaves at noon.

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1. Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.  
China Ports (Hankow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).  
Ceylon.  
Gibraltar (Sandwich Islands).  
British India (including Burma and the Agencies of the Indian Post Office in the Persian Gulf).  
Japan Ports (Nagasaki, Osaka, Kobe, Yokohama, and Hakodate).  
New South Wales.  
New Zealand.  
British North Borneo.  
Queensland.  
Siam (Bangkok only).  
South Australia.  
Straits Settlements (Singapore, Penang and Malacca).  
Tasmania.  
United Kingdom.  
Victoria.  
United States of America.

## DRAWN THROUGH LONDON OFFICE.

Payable to—  
Austria-Hungary.  
Belgium.  
Bulgaria.  
Canada.  
Ceylon (including India and Persia Islands).  
Denmark (including Iceland and Faroe Islands).  
Egypt.  
France, with Algeria.  
German Empire (including Heligoland and the German Colonies).  
Holland.  
Italy (with Agencies at Tripoli, Annab and Massowah).  
Orange Free State.  
Portugal (including Madeira and the Azores).  
Rumania.  
Sweden.  
Switzerland.  
Transvaal.  
Tunis.

## Foreign Cities and Towns.

Constantinople.  
Salonica.  
Smyrna.  
Aden.  
Beirut.  
Cyprus.  
Falkland Islands.  
Gibraltar.  
Guam.  
Newfoundland.  
British Bechuanaland.  
Cape Colony.  
Gambia.  
Gold Coast Colony.  
Lagos.  
Mauritius.  
Natal.  
St. Helena.  
Seychelles.  
Sierra Leone.  
Mombasa.  
Zanzibar.

2.—Orders on the Countries drawn through the London Post Office are paid on the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, 2s. 6d.  
Exceeding £2 but not exceeding £5, 2s. 6d.  
" 5 " 2s. 6d.  
" 10 " 2s. 6d.  
" 20 " 2s. 6d.  
" 50 " 2s. 6d.  
" 100 " 2s. 6d.  
" 200 " 2s. 6d.  
" 500 " 2s. 6d.  
" 1000 " 2s. 6d.

## HONGKONG MARKET PRICES.

Corrected to Saturday, July 4, 1896.  
At 1020 Cash per Dollar Mexican.

Paiza.  
Highest. Lowest.  
Cash. Cash.

## Butcher Meat.

Bacon, English.	lb.	—
" Amie Sugar cured.	280	—
" Foochow.	200	—
" Japan, cured.	180	—
Beef sirloin & prime cut.	140	—
" Corned.	140	—
" Roast.	140	—
" Soup.	100	—
" Steak.	140	—
Bullet's Brains.	per net 60	50
" Tongue fresh.	each 350	—
" " corned.	350	—
" Head.	500	—
" Heart.	150	—
" Hump, Salt.	catty 140	—
" Feet.	each 60	50
" Kidneys.	50	—
" Tail.	100	—
" Liver.	catty 70	—
" Tripe (undressed).	catty 60	50
Calves Head and Feet.	set 600	—
Hams, American.	lb. 300	—
" Chinese.	240	—
" English, New.	490	—
" Japan cured.	240	—
" Shanghai.	200	—
Mutton Chop.	150	—
" Leg.	150	—
" Shoulder.	120	—
Pigs Chittings.	catty 70	60
" Feet.	110	—
" Fry.	150	—
" Head.	each 600	450
" Heart.	50	40
" Kidneys.	pair 60	70
" Liver.	lb. 140	—
Port Chop.	catty 170	—
" Corned.	170	—
" Leg.	170	—
" Fat or Lard.	130	—
Sheeps Head and Feet.	set 350	—
" Heart.	each 50	40
" Kidneys.	70	—
" Liver.	lb. 150	140
Sucking Pigs.	each \$1.75 \$1.25	—
Stut, Beef.	lb. 110	—
" Mutton.	100	—
Veal.	catty 130	—

## Poultry.

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